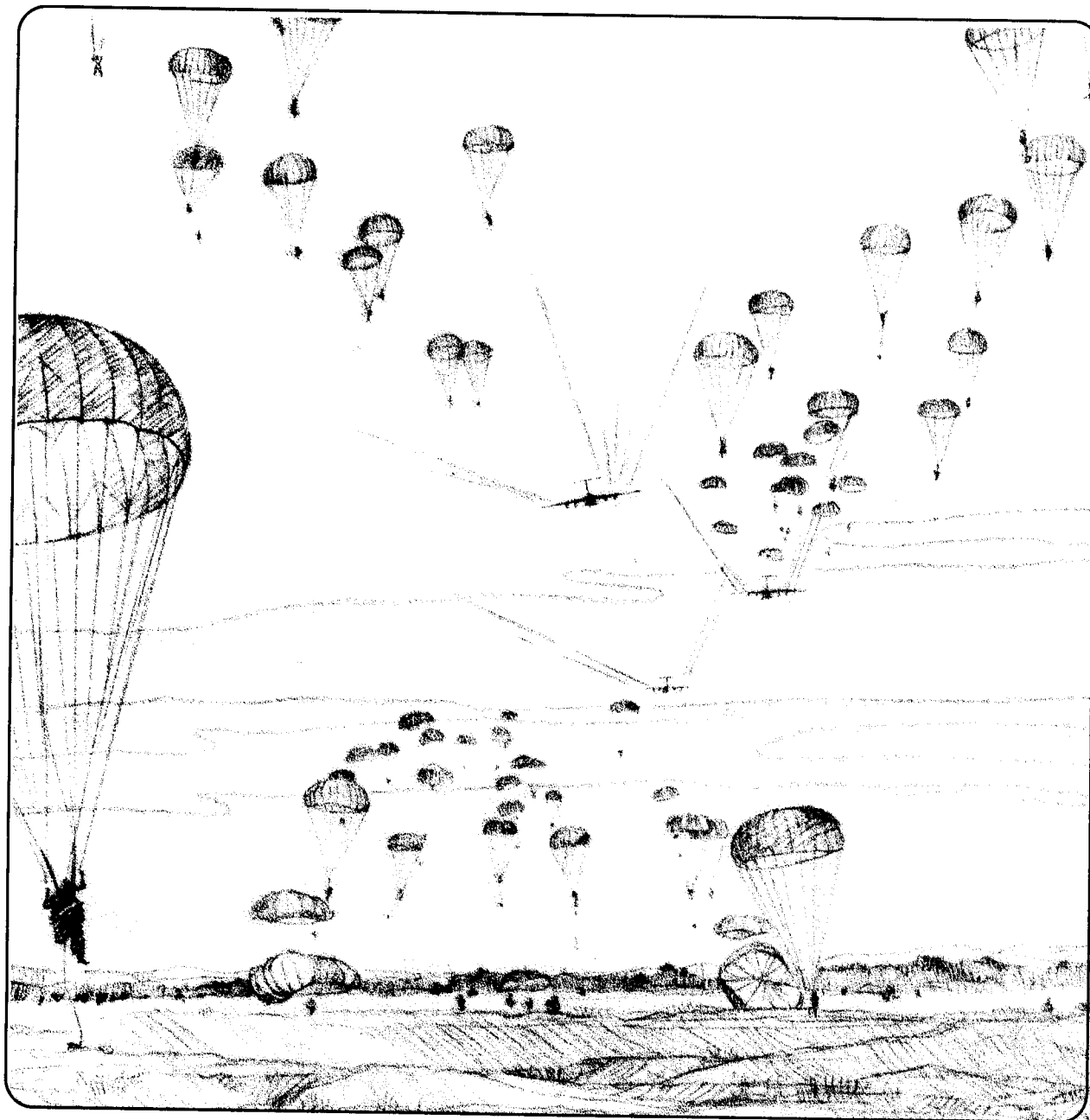




PART SIX

Special Airborne Procedures



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CHAPTER 24

ADVERSE WEATHER AERIAL DELIVERY SYSTEM

AWADS is a navigational system installed in some USAF C-130 aircraft. It enables the aircraft to fly to a DZ during reduced visibility, and provides flexibility to the airborne force commander in the accomplishment of all airborne missions. A WADS is effective in large, joint operations; tactical reinforcements, and specialized missions.

24-1. MULTIPLE MISSION SUPPORT

AWADS operations facilitate rapid and continuous aerial deployment or resupply in adverse weather or darkness. Units can execute a parachute assault without a pre-positioned AFCCT or an Army DZST. As a result, time (length) of the air formation is shortened, and the air corridor must be cleared only once by tactical air to heighten the element of surprise. AFCCTs are introduced with the assault elements and assist the GUC with additional LAPES, CDS, airland, or HD missions. AWADS enables a commander to conduct a rapid vertical reinforcement during instrument meteorological conditions or visual meteorological conditions for units threatened by enemy penetration.

NOTE: A minimum ceiling of 200 feet and a minimum visibility of ½ mile for personnel and equipment are imposed for tactical training.

24-2. TRAINING AND PREPARATION

AWADS operations demand detailed planning, rehearsal, training, and coordination between USAF and Army units to be effective. Due to limited visibility in the air, and during assembly on the ground, AWADS requires both technical training and psychological preparation of the parachutists. AWADS sustained prejump training requires modification to normal jump conditions.

24-3. MODIFIED JUMPMaster DUTIES

The JM relies on the loadmaster to obtain and relay en route information. Under AWADS conditions, the JM still attempts to perform all of the required checks. He may not be able to observe safety hazards beyond the immediate area of the door.

24-4. MODIFIED PARACHUTIST ACTIONS

Parachutist actions during descent under normal conditions must be modified in AWADS training. Modifications are made when using the T-10C anal MC1-1B/C parachutes.

a. T-10C Points of Performance.

- (1) Check body position and count.
- (2) Check canopy and gain canopy control. Any malfunction under these conditions requires activation of the reserve since the parachutist cannot effectively judge rate of descent.
- (3) Keep a sharp lookout during descent.
- (4) Do not slip, except to avoid collisions, until after breaking through the clouds.
- (5) Give way. Give lower canopies the right of way; higher canopies slip to avoid them.
- (6) Recheck the canopy. Make this check after breaking through the clouds if the canopy could not be checked while in the clouds.
- (7) Prepare to land. Do not release equipment until the ground can be seen and it is clear below.
- (8) Land. Execute a proper PLF.

b. MC1-1B/C Points of Performance.

- (1) Check body position and count.
- (2) Check canopy and gain canopy control. If the orifice is to the front, there is a complete inversion. Do not activate the reserve since the canopy can still be controlled. For any other malfunction, activate the reserve immediately.
- (3) Identify steering toggles. Grasp each one and bring them both to chest level to reduce lateral movement and perform braking; this helps to eliminate midair collisions and extreme dispersion due to excessive drift.
- (4) If either or both toggles are broken, steer the canopy by pulling a slip with the rear riser on the side of the intended turn. In the clouds, anyone with a broken toggle and not applying "brakes" automatically has a greater lateral drift than anyone else and must keep alert during descent.
- (5) Keep a sharp lookout during descent. During reduced visibility prepare to take immediate evasive action.
- (6) Give way. Give lower canopies the right of way. If parachutists see the possibility of converging at any altitude and from any direction, they immediately turn away from each other by pulling the toggle that is away from the other parachutist.
- (7) Recheck canopy. Perform a thorough canopy inspection after breaking through the clouds. Release the toggles when the ground is in sight and prepare equipment for landing. Use the lowering lines.

(8) Prepare to land. Turn into the wind 75 to 150 feet above the ground. Obstacles spotted when coming out of low clouds normally require rapid preparation for the appropriate emergency landing.

(9) Land. Execute a proper PLF.